



SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

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MEMORANDUM

TO: Kami Griffin, Supervising Planner

FROM: Richard Marshall, Development Services Engineer *REM*

SUBJECT: Initiative Measure – Dalidio Ranch Project
Traffic Analysis

Thank you for the opportunity to review the letter from Michael J. Morris, representing the Dalidio family, and the Traffic Analysis that was provided by the project proponent. I have reviewed both documents and offer the following information in response:

July 7, 2006 letter from Michael J. Morris

Mr. Morris' letter is written in response to a letter from San Luis Obispo City Administrator Ken Hampian to you. In his letter, Morris addresses six general issues which were raised by Hampian. In this memo, I will address only two of these, with the headings used in Morris' letter.

1. **Public safety, water and sewer, street maintenance/transportation**

In this section, Morris points out that the Dalidio Ranch will supply water and wastewater services independently. This corresponds with my previous understanding of the intent of the Initiative Measure. However, he goes on to make a statement that "the supply and delivery system will be reviewed by both the County Engineering Department (sic) and the County Health Department." This appears to contradict the language of the Measure in proposed Section 22.113.020 which includes the provision, "no additional approvals ... shall be required by the County to develop the project described in such application." As I noted in my June 27 memo to you, this appears to imply that we (the Public Works Department) would not perform our normal review of road improvements. I assume it would also apply to the design and installation of water and wastewater treatment facilities.

2. Traffic and Prado Road Interchange

Below, I provide comments in response to the Traffic Analysis which was prepared by W Trans. However, I have a couple of comments which respond to specific statements made by Morris in his letter transmitting the study. First, he makes the statement, "... a private party such as a developer cannot construct road improvements on public land." This statement is completely false. We require developers to construct improvements on County roads (and the City requires improvements on their streets, as well) on a routine basis. Such improvements are required to be based on an engineering design prepared in accordance with our standards, and usually in compliance with conditions of approval. The construction is done under the authority of an Encroachment Permit issued by the County (or by the City, for streets in their jurisdiction). All public agencies, including Caltrans, have a similar encroachment permit process.

Second, Morris says that the Initiative Measure supports several specific measures that will improve existing and future traffic congestion, listing four specific improvements which are addressed in the Measure, then concluding, "along with other on and off-site traffic mitigation measures." My concern here is, there are no other on- or off-site traffic mitigation measures included in the Initiative Measure. I provide additional evaluation of the Traffic Analysis in the next section.

March 3, 2006 Dalidio Ranch Traffic Analysis by W Trans

It's not clear how the report is to be used, since the Initiative Measure has already been finalized and placed on the ballot. The Initiative Measure addresses potential traffic impacts of the proposed development through inclusion of street and intersection improvements in the "project description" (as represented by the proposed General Plan Amendment, Rezoning and Implementation sections) and through inclusion of financial contributions to Caltrans and the City of San Luis Obispo in the Conditions of Approval. However, these aspects of the Initiative Measure do not appear to have relied on this traffic analysis, as it makes several recommendations which are not carried forward.

Based on this understanding, I have not performed a detailed technical review of the document. In this context, I find it necessary to rely on the technical expertise of the study authors and assume they have used valid analysis methods and made accurate calculations. Instead, to provide information to the County/City committee which is currently studying the proposal, I concentrated on two areas: (1) the validity of the assumptions used as input to the analysis, and (2) the implementation of the recommended mitigations. I offer the following information in response.

1. Improvements assumed to be constructed by others

The traffic analysis makes assumptions that several road and intersection improvements will be completed by others, by certain points in the evaluation timeline. These are as follows:

Completed by the “Baseline” scenario

Realignment of the westerly leg of Calle Joaquin – Construction of this improvement is in progress, so this assumption is reasonable. Signalization of the intersection once the realignment is complete – this is included with the construction of the street realignment.

Completed by the “10-Year” scenario

Reconstruction of the Los Osos Valley Road interchange – this is the information I received recently from the City Public Works Department: “We are in the advanced stages of the Project Report for environmental clearance and anticipate a Negative Declaration. The project report is about 30% complete and will jump to 60% complete once the environmental work is done. Caltrans is anticipating signing off on the project in Jan. 2008, however we are hoping to accelerate that so we can request funding when the call for projects comes out in 2007. The earliest construction could begin would be 2010/11, however construction requires funding and we don't currently have any, so who knows when construction will occur.

Completed by the “Buildout” scenario

Construction of the Prado Road interchange – This one is interesting because the report indicates that the interchange is necessary to mitigate some impacts that are realized as soon as the “10-Year” scenario. I do not believe that it is reasonable to assume that the Prado interchange will be complete within 10 years, but I suppose the “buildout” time frame is reasonable.

2. Improvements assumed to be constructed by the Dalidio Ranch project

The traffic analysis also assumes that improvements will be made by the development of the project itself, at the intersection of Madonna Road and Calle Joaquin. As noted in my previous memo, there is some concern whether Calle Joaquin can really be extended to Madonna Road, based on the culdesac configuration of a development recently approved by the City. Nevertheless, this report assumes the installation of a traffic signal at the new intersection on Madonna Road which will be one of the primary entrances to the development, and provides details on the number of turn lanes to be provided on each approach. This is not reflected in the Initiative Measure.

3. Project impacts’ mitigation

The traffic analysis indicates that several improvements are necessary to mitigate project impacts. The project-specific impacts/mitigations include:

- Madonna Road/Los Osos Valley Road (LOVR): Baseline + Project impact. The mitigation includes restriping the intersection and reconfiguring the operation of the existing traffic signal. The Conditions of Approval provide for a \$20,000 contribution to the City for implementation of this improvement.

- Madonna Road/Dalidio Drive: 10-Year + Project impact. The mitigation requires the addition of turn lanes on both streets. This improvement is not addressed in the Conditions.
- Madonna Road/Higuera Street: 10-Year + Project impact. The mitigation requires the addition of a turn lane on the “westbound Madonna Road approach.” As best I can tell, this would be the private driveway of the retail complex at this intersection. This improvement is not addressed in the Conditions.
- LOVR/Calle Joaquin: 10-Year + Project impact. The mitigation requires the addition of turn lanes on both streets, and modification of the traffic signal assumed to be installed by others, as noted above. The Conditions of Approval provide for a \$250,000 contribution to the City for implementation of this improvement.
- LOVR/Auto Park Way: addition of project traffic to intersection with existing deficient operations. The mitigation requires the installation of a traffic signal at this intersection. The traffic analysis proposes a “fair share” contribution to this improvement, which is not included in the Conditions.
- Prado Road/Higuera Street: addition of project traffic to intersection with existing deficient operations. The mitigation requires the installation of a traffic signal at this intersection. The traffic analysis proposes a “fair share” contribution to this improvement, which is not included in the Conditions.

4. **Cumulative impacts’ mitigation**

The traffic analysis provides information suggesting a “fair share” contribution toward several intersection improvements in the vicinity of the project. The author lists a percentage figure for each affected intersection, which indicates the proportion of new traffic which is associated with the development. The Initiative Measure includes provision for contribution toward two of the eight “fair share” improvements listed. These include:

- Madonna Road/LOVR – \$20,000 included in Conditions
- Madonna Road /Dalidio Drive – not included
- LOVR/Auto Park Way – not included
- LOVR/Calle Joaquin – not included
- LOVR/Highway 101 north – not included
- LOVR/Higuera Street – not included
- Higuera Street/Prado Road – not included
- Prado Road interchange – \$4,000,000 included in Conditions, plus right-of-way dedication

5. Unavoidable significant adverse impacts

The traffic analysis identifies various impacts for which there is potentially no sufficient mitigation, due to various constraints which affect the ability to widen for additional turning lanes. These include:

- Madonna Road/LOVR – Improvements to the intersection are restricted by trees and existing development. At buildout, the intersection is forecast to operate at Level of Service F, even with the mitigations recommended in the report.
- Madonna Road/Highway 101 offramps – The report indicates that these intersections will be operating at Level of Service E/F with addition of the traffic from the proposed development, within ten years. Mitigation of this impact would involve widening the overpass, which is not considered feasible due to high cost and limited right-of-way. The recommended remedy for this situation is the construction of the Prado Road interchange. Therefore, if the Prado interchange is not successfully implemented, there would be an unmitigated significant adverse impact at this location.
- LOVR/Calle Joaquin – The report indicates that this intersection will be operating at Level of Service E within five years and reach Level of Service F within nine years, even with the turn lane and signalization improvements recommended (see above discussion). As with the Madonna Road interchange, the remedy is the Prado interchange. Therefore, there could be an unmitigated significant adverse impact at this intersection as well.

Please call me at 781-5280 if you have questions or need additional information.

File: Planned Developments – Dalidio Ranch

cc: Tim Bochum, City Public Works
Dave Flynn, Roads Manager

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